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INFORMATION REPORT

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1. The reconstruction to Soviet gauge, and the elevation of the minor line to a major one between Radna and Timisoara was to begin on 25 August 1952. Reconstruction plans included the strengthening of the roadbed by the addition of crushed stone; strengthening of rails and their supports; conversion of the signal system to an automatic block system; and placing of the wires along the right of way under ground.¹
2. The reconstruction work is being undertaken in four sections of 16 kilometers each. Each section has 190 to 200 workers employed.
3. Other new projects include the following: two new branch lines and a loading ramp 250 x 45 meters at Iermata Neagra railroad station; a branch line 467 meters long, and a switching line of 180 meters at Rischia railroad station; a siding of 385 meters at Remetea station; a branch line of 268 meters at Masloc station; a switching line of 180 meters at Alios station; and an island loading ramp 285 x 60 meters, flanked by new lines, at Lipova station.

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1. Comment: The reconstruction to a major line is considered likely, but reconstruction to Soviet gauge is problematical. If such work were undertaken, it would be more likely along the Soviet-Rumanian border. There has been no reconstruction to broad gauge in Hungary.

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